

Skaneateles Marina

Narrative for Planning Board Submission

This Narrative is being submitted to the Town of Skaneateles Planning Board in support of an application by Skaneateles Marina (1938 West Lake Rd, LLC) in support of an application to expand the current Marina site at 1938 West Lake Road by merging with the lot directly to Marina's south, 1928 West Lake Rd.

Introduction

Skaneateles Marina is one of only two Marina operations on Skaneateles Lake. Located across from the Mandana Inn, at 1938 West Lake Road (NYS Route 41A), the Marina currently operates on the lot directly to the South of the Town of Skaneateles Boat Launch.

Since the early 1990s, the Marina has been owned and operated by 1938 West Lake Rd, LLC, a corporation owned by John Cherundolo.

Current Marina Operations

For the last ~20 years, day-to-day Marina Operations have been managed by Debi Remaley with input and oversight by John Cherundolo. Given that both John and Debi are reaching retirement age, ownership oversight and daily operations will be transitioning to James (JC) Cherundolo and Jonathan Rhodes, respectively.

There are five (5) main components to the Marina's business and Operations. These include:

Boat Storage

- During the active boating season, the Marina's floating docks are rented by customers for the entirety of the boating season (May-October).
- From October-April, the Marina winterizes and stores customer boats on the premises.

Boat and Watersport Rentals

Since it's inception, the Marina has rented boats and other recreational watercraft to people in the community who have a desire to access Skaneateles Lake. Currently, the Marina has 10 Pontoons that are rented on a half-day, daily, or weekly basis. In addition to pontoon rentals, the

Marina also rents water tubes, paddle boards, kayaks, canoes, stepping boards and other summer lake recreational “water toys”.

Sale of Gas

The Marina currently has one gas dispenser that can fuel two (2) boats simultaneously. The Marina’s 10,000 gallon double-walled storage tank is thoroughly inspected and maintained (when required) on a regular basis. Given that the Marina has the only active gasoline dispenser on the Lake, the residents of the Town of Skaneateles and those that come to enjoy recreational summer activities have come to rely on the Marina to have a constant gas supply during the summer months.

Miscellaneous Sales

- The Marina also has a small ships store located in the main building, which serves as the central basis of operations and the Marina’s office. The store sells snacks, boating safety accessories (i.e. life vests, flares, ropes, etc.), and merchandise. While it is not a large portion of the Marina’s annual business, the Marina shop has served a useful purpose to regular customers and transient boaters, alike.

Boat Maintenance and Repairs

- The last major operation of the Marina is the maintenance and repair of boats. This is a fundamental requirement for any (successful) Marina, and we are very fortunate to have our Maintenance and Repair business overseen by Jonathan Rhodes. The marina repair/maintenance business operated from 9am-6pm during the summer months, except for extremely busy weekends. At any given time, there are as many as 5 boats being serviced, or in the active repair queue.

Proposal to Town Planning Board to Merge the Marina with the 1928 Lot

The Marina now comes before the Town of Skaneateles Planning Board to seek to expand operations to include the lot directly to the south of the Marina (1928 West Lake Rd).

Below are the main phases of the proposed project for both the lower and upper sections of the lot, how each section will be used, how that use will impact daily operations, and how the local community will benefit.

Development of Lower Section of Lot (Lake-Front side) to Accommodate Dock Storage Needs during winter months (November-April)

Background

When the initial proposal to add the seasonal docks to the Marina was presented to the planning board back in 2018, Marina management fully intended to load the docks on a flatbed at the end of every season and store them off-site. Logistically, however, this proved to be much more of a challenge than anticipated for several reasons:

Safety concerns and disruption/potential damage to public launch

Offsite storage would require the removal of each individual section of dock to be removed via the public launch, loaded onto a flatbed in batches, and transported to another site. To avoid the potential of bodily harm to members of the community that may be using the public launch, this would require complete closure of the launch for several weeks during a crucial end-of-year period. This period is crucial due to the number of community members that are using the launch to pull their boat out of the water for the season, contractors that are doing off-season maintenance on docks around the lake that require barges being launched, and the general use of the launch for those that may be trying to enjoy recreational activities (in the event that there are lake-worthy days in October).

Additionally, the lack of maneuverability of the docks themselves (and the machinery required to remove them) poses several additional logistical issues that would likely lead to physical damage to the public launch.

The docks themselves are also extremely temperamental, and there have been multiple instances in the past several years where seasonal docks were partially or fully destroyed by the elements, or human error. Namely, at Skaneateles Country Club, and the first iteration of the seasonal docks installed at Skaneateles Marina.

In summary, the removal of the docks via the public launch would not only be dangerous but would also jeopardize the infrastructure that the community relies on to enjoy the lake.

Following the merger of these lots, the Marina would use the lake-front on the 1928 lot to remove the docks in larger sections, disassemble them on land (which greatly decreases the likelihood of them being destroyed, or bodily harm befalling those who would otherwise need to do the disassembly in the water) and store them directly on the lower half of the 1928 lot. Not only is this a safer alternative to the public launch, but angle of exit on the shoreline, existing gravel, and ability to control foot traffic make it ideal for dock removal and storage.

Use of Lower Section of Lot during boating season (May-October)

During the summer months, the lower section of the 1928 lot will be used for Marina Operations. The specific use may vary based on the current needs of the business, but will include any of the following:

- Employee Parking, which will free up spaces in the other parking areas for Marina customers- especially during extremely busy weekends.
- Storage of boat trailer, lifts, and miscellaneous machinery required for Marina operations.
- Storage of Boat/Watersports (paddleboards, kayaks, etc.)

In the near term, there are limited changes planned for the lower section of the lot (beyond the addition of stormwater management and the associated tree removal and grading). However, in the future, should the need for additional summer parking arise, this area may be used as an additional parking area for Marina customers..

Development of Upper Section/ Additional Parking Area

Replacement of condemned house (1928 W Lake Rd) with Parking Area

After the demolition of 1928 West Lake Rd, the ground where the house currently stands will be leveled, replaced by gravel/pavement, and connected to the exiting Marina parking area. The existing Marina fence and landscaping will be extended along West Lake Rd, and screening will be added.

Condemned house removal

The house that sits on 1928 West Lake Rd. has been condemned for the last several years and is a bit of an eyesore for those around the Hamlet. Despite wanting to demolish this house for the past ~10 years, there were restrictive covenants build in the deed of a neighboring property that prevented any changes to the lot, which were removed last year.

Summer Use Parking Area (May-October)

During the summer months, the new parking area will have a dedicated entrance that will be used by Marina slip customers and boat renters. During peak boating season on busy weekends, the public launch has a tendency of becoming extremely congested resulting in long wait times for community members seeking to use the public launch. Providing an alternative entrance for customers that don't need to use the launch itself will significantly reduce congestion during the busy season and allow for community members to spend less time waiting and more time boating.

A secondary benefit to this parking area will be to neighboring businesses, namely the Mandana Inn directly across the street. Should there be extremely busy evenings during the summer months that require parking beyond the capacity of the Inn's existing parking lot, overflow customers would be able to use this lot (as peak business hours for the Inn occur after business hours for the Marina).

Transitional Season and Winter Use of Parking Area (October-April)

While the Marina is extremely busy during the peak summer months, it is the transitional periods (i.e. entering the boating season and closing at the end of each year) that are typically the most chaotic for our staff. Operations schedules are largely dictated by weather conditions and there are extremely small windows wherein the seasonal docks can be safely removed before ground conditions make the machinery required difficult, if not impossible to use.

As the seasonal docks are removed, the boats that were previously stored in each slip are rendered essentially homeless. As a result, Marina staff need to pull boats from the water in rapid succession, stage them for winterization and shrink wrapping, and either store them on premises (for winter storage customers) or place them in a location for customer pickup. From start to finish, this entire process typically takes less than two (2) weeks.

In years where we have more winter storage customers than others, or in cases where weather-related factors limit the timeframe for dock/boat removal, Marina operations require more space to complete this seemingly impossible jigsaw puzzle.

After the 2024 boating season, the Marina lost the ability to lease indoor storage that it had come to rely on for years. This resulted in ~10-15 boats that needed to be stored on land across the street (also owned by John Cherundolo), which received complaints from neighbors and triggered the start of this entire planning process.

To avoid disruptions to the community this year, the Marina has leased three different parcels at different points throughout the year. While it got us through closing this year, the resources required were less than ideal (i.e. time to transport boats to satellite lots, and capital for renting the land itself).

In merging these lots, the Marina strives to have the space required to allow for all winterization-related activities to occur on the Marina proper. Using this additional parking area will be invaluable in allowing our staff to effectively close at the end of each year, and will allow Marina staff to navigate those chaotic few weeks each year without disruptions to any of the neighbors.

During peak winter months, this additional storage area makes the Marina's annual storage capacity much more predictable, self-reliant (in not having to source additional space should a lease fall through) and allow for better quality control (as boat storage on gravel is more secure less accessible to disruptive wildlife that can cause damage to boats stored in open fields).

Additional Considerations for the Planning Board

Lighting of Additional Parking Area

In a previous meeting, the board raised the point of how the additional parking area will be lit during the summer months.

However, we want to assure the planning board that any lighting decision will be informed through the lens of public safety and minimizing any potential disruption to the community and/or excessive light pollution.

Any time the area will be used, we will ensure that customers are able to safely navigate the terrain. During peak summer months (May-August), the Marina typically closes by 6pm, which is several hours before sunset. That is, the days where the Marina experiences the highest foot traffic will be lit by daylight alone. Since sunset is so late there will be no need to turn on the lights from May to August.

When the Marina is closed for the year (mid-October to mid-March) there will be no foot traffic in the parking area given that it will be full of boats being stored for the winter. Therefore, there will be no needs for lighting during the winter months.

That leaves a stretch of a few weeks at the beginning (mid-March to May) and end of the season (August to mid-October) where the installation of artificial light may be required. The current plan is to install time-activated lights that will be programmed to turn on after sunset and will be off no later than 8pm. In such an event, any negative impact of any improper light fixture or excess light pollution would be felt solely by Marina ownership (as John Cherundolo also owns the three nearest residential properties to 1928 West Lake Rd).

In conclusion, we are proposing the lights will only be active for four months out of the year. They will only be on from sunset to 8pm during those four months.

Environmental Impact

As discussed in previous meetings, we do take the environmental impact of our development work extremely seriously. As a result, we have committed to:

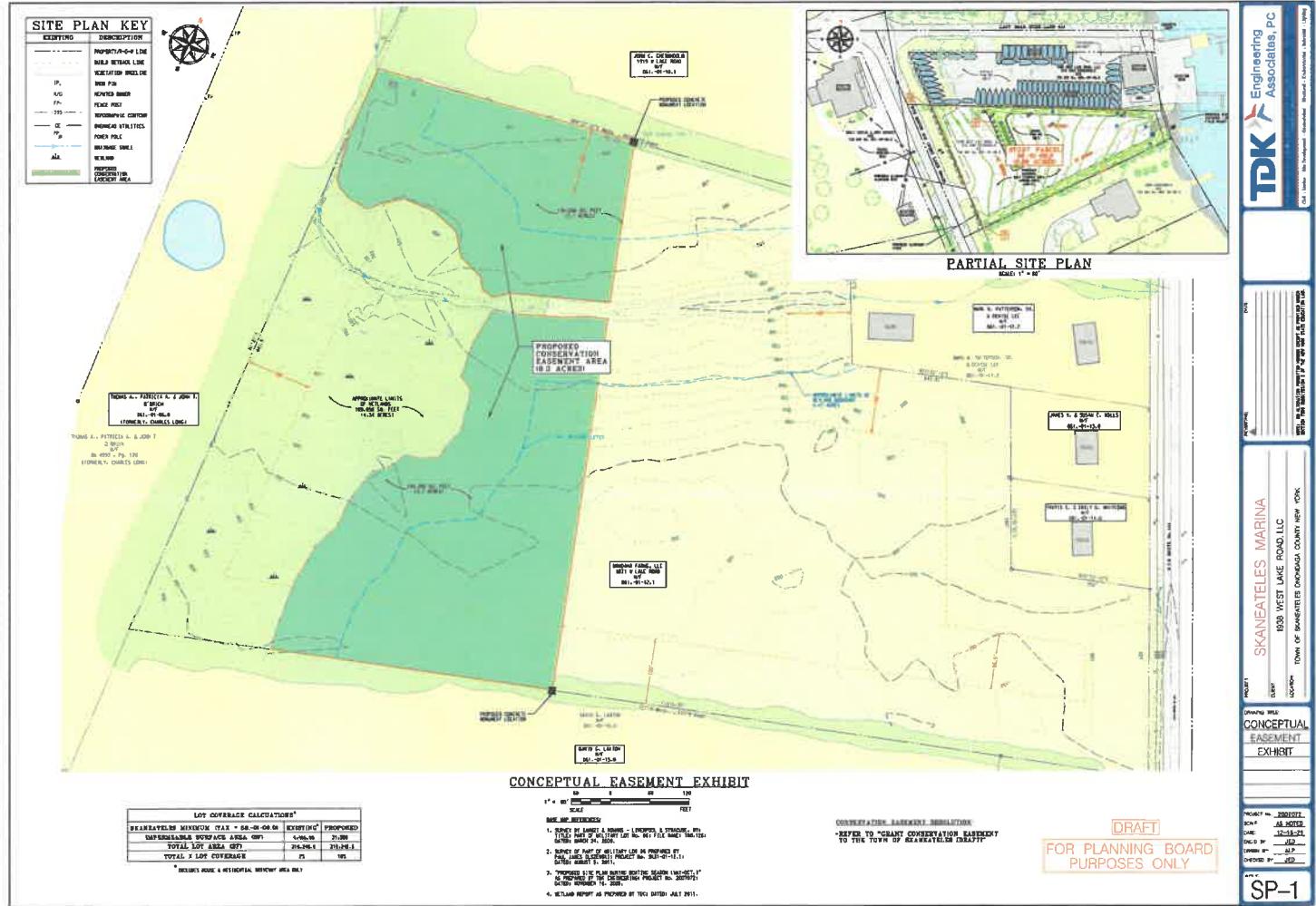
- Ensuring that the necessary stormwater management systems are installed on the 1928 lot, inclusive of sediment filtration.
- Executing a mutually agreed upon environmental easement to offset the negative impacts to the 1928 lot.
- Doing everything possible to repurpose existing native tree species on the 1928 lot for screening from West Lake Rd.
- Exploring specialty demolition of the house on 1928 West Lake Rd. in the event that an asbestos letter of abatement cannot be obtained due to the house's condemnation.

Conclusion

In conclusion, we believe that the Marina has set forth a plan that will:

- Allow for operational improvements for our staff, resulting in a better experience for our existing customers.
- Limit (if not eliminate) the number of Marina activities that need to occur off-site, resulting in fewer disruptions and negative unintended consequences for those in the Hamlet neighborhood.
- Allow for the Marina's single largest asset/investment (floating seasonal docks) to be maintained and stored in a way that maximizes their longevity, while limiting potential damage to the public launch, and public safety.
- Reduce congestion on the public launch during peak summer weekends.
- Improve the overall curb appeal of the Hamlet neighborhood by replacing the condemned house on 1928 with a parking area, which will provide significant public benefits in the summer months, while minimizing disruptions in the winter months.

As a result, we at Skaneateles Marina respectfully request that the planning board approve the Merger application in consideration of the operational improvements and public benefits detailed above.

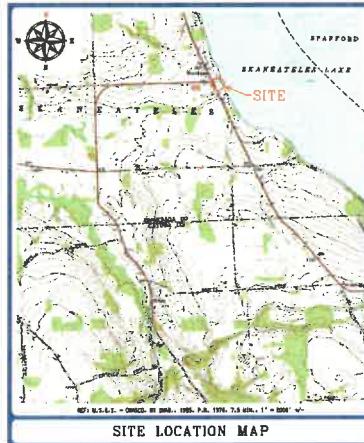


SKANEATELES MARINA

TOWN OF SKANEATELES, ONONDAGA COUNTY, NEW YORK

GENERAL NOTES

1. THE PROJECT SITE IS LOCATED AT THE INTERSECTION OF A.T.S. ROAD (MAY LAKE ROAD) AND EAST ROAD (THE LAKE ROAD) IN THE TOWN OF SKANEATELES, NY 13050.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATED UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL RELOCATED UTILITIES OF THE PROJECT SITE. IN THE EVENT OF ANY CONFLICTS, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITIES.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL CONTRACTING PARTIES ARE IN COMPLIANCE WITH ALL APPLICABLE STATE AND FEDERAL LAWS, REGULATIONS, AND STANDARDS, INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:
 - OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA)
 - THE TOWN OF SKANEATELES BUILDING CODE
 - INTERNATIONAL BUILDING CODE FOR NEW YORK STATE, LATEST EDITION, AS APPLICABLE
 - NY STATE AND LOCAL ZONING ORDINANCE
 - NY STATE AND LOCAL CODES OF CONSTRUCTION
 - THE UNITED STATES ARMY CORPS OF ENGINEERS
 - THE CITY OF SYRACUSE WATER DEPARTMENT
4. THE CONTRACTOR SHALL PROTECT EXISTING BURIED UTILITIES PLACED DURING CONSTRUCTION. UNDER ALL CONTRACTUAL AGREEMENTS, THE CONTRACTOR SHALL NOT DAMAGE EXISTING UTILITIES. THE CONTRACTOR SHALL NOT DAMAGE EXISTING UTILITIES UNLESS ABSOLUTELY NECESSARY. IN THE EVENT OF DAMAGE TO EXISTING UTILITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE APPROPRIATE UTILITIES.
5. PRIOR TO INITIATING CONSTRUCTION, THE CONTRACTOR SHALL MAKE STAFF NOTIFICATION TO ALL UTILITIES LOCATED IN THE PROJECT SITE AND CONTACT THE LOCAL UNDERGROUND FACILITIES COORDINATOR FOR THE PROJECT SITE.
6. EACH CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS WHILE WORKING IN THE PROJECT SITE TO ENSURE THAT NO DAMAGE IS CAUSED TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ANY STATE-OF-ART DAMAGE CAUSED BY FIELD WORK BEING PERFORMED.
7. NO CONTRACTOR SHALL USE ANY EQUIPMENT OR MATERIALS WHICH ARE NOT APPROVED BY THE CONTRACTOR FOR USE IN THE PROJECT SITE. THE CONTRACTOR SHALL NOT USE ANY EQUIPMENT WHICH IS NOT IN GOOD WORKING ORDER OR WHICH IS DEFECTIVE.
8. ANY MATERIAL RECOVERED FROM THE PROJECT SITE SHALL BE PROPERTY OF THE CONTRACTOR. IF ACCORDING TO THE CONTRACTOR, THE MATERIAL REQUIRES DISPOSAL, THE CONTRACTOR SHALL



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PROJECT No. 2007072
NOVEMBER 2025

